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HONGKONG OFFICE: 10A, DES VOGES ROAD C.
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The Daily Press.

HONGKONG, DECEMBER 9th, 1914.

The "cornering" of sugar by the British Government has been made the occasion for directing attention to the dwindling sugar industry of China. As most of our readers know, sugar-cane is grown in several of the southern and western provinces of China, notably in Fukien, Kwangtung, Kwangsi, Szechuen and Yunnan. According to one authority China could probably produce under proper methods of cultivation and with scientific treatment as much sugar as is required for national consumption; but as things are the country imports ten times the amount that comprises the internal trade. In order to change this state of affairs the Ministry of Agriculture and Commerce in a petition to the PRESIDENT has suggested certain reforms for the sugar industry which the PRESIDENT has directed to be put in force. According to the petition, "a most important opportunity offers for the Chinese to improve the manufacture of sugar so as to supply the needs of the world," and as the outcome of "considerable discussion" the Ministry offers two suggestions for the improvement of the industry, "namely, (1) to fix districts; and (2) to institute investigation." This, doubtless, will be a good beginning, but the day when China will be able to supply "the needs of the world" is very far off. When the Chinese producers are able to supply the needs of their own country their accomplishment will be great, as the few facts above mentioned sufficiently indicate. But if China is able to produce as much sugar as the country requires, why is it that the import of foreign sugar has "increased tremendously"? The petition of the Ministry of Agriculture and Commerce supplies one answer. It says:—"The sugar merchants of this country have always put some mixture in both brown and white sugar so as to make more money, without giving any consideration to the injury they were doing to their trade. Consequently the people of this country prefer to use foreign sugar though it is more expensive." So long as these practices continue, the Ministry rightly says the industry cannot flourish. There are also other conditions of

prosperity which find no mention in the petition. It is necessary in the first place for the Ministry to remonstrate with the cultivators of the cane. Swatow is, perhaps, the chief centre of the China sugar industry, and the following comment, taken from the last Decennial Report of the Customs on the trade of this port, would seem to be applicable to the sugar cultivation everywhere in China, viz.:—"The local cane is reported to be rapidly deteriorating, and only reaches a height of eight feet, against ten to twelve feet in Honolulu and Formosa, where more care is taken of the stock to reproduce from. The remedy is self-evident, and, in the hands of a committee of public-spirited local experts should present no unsurmountable difficulties." This important matter of the proper cultivation of the cane, as we have said, is one which is entirely ignored in the petition to the PRESIDENT; nor is there any intimation of the need for modern methods of manufacture. The method commonly employed in China for expressing the juice from the cane is very primitive. The crushing apparatus consists of two upright stone rollers in a wooden frame turned by a buffalo. Modern machinery would give much better results, of course, but the cost of it would be beyond the means of the small farmers. One Commissioner of Customs has made the comment that even if the Chinese sugar producers had good machinery their knowledge of mechanics would hardly be sufficient to enable them to use it to the best advantage. So long as that remains the case the prospect of China supplying the needs of the world is an idle dream. Modern machinery must be introduced sooner or later, if progress is to be made, and there is no reason why modern mills should not be run in China as well as in Japan. The Chinese make good mechanics. But China must follow Japan's example and not hesitate to engage foreign supervisors of the machinery until the knowledge of mechanics is sufficiently widespread in China to enable her safely to dispense with foreign assistance. If we mistake not the aim of the Ministry of Agriculture is to promote the establishment of modern mills by granting them protection from competition in certain defined areas. Among the recommendations approved by the PRESIDENT is one which gives the Ministry of Agriculture the power to assign a district for a mill and to exclude competition in that district, while requiring all cane produced in the district to be sold only to the mill established there under official sanction. We think the Ministry over-sanguine when it says that the sugar industry will quickly develop under such a policy, but the effort will be watched with interest.

The weekly return of communicable disease shows that two Chinese cases of diphtheria and seven of enteric fever (three British, one Russian, one Portuguese, and remainder Chinese) were reported during the past week. Four of the latter cases were imported.

Two Sales of Work are announced to take place in the Colony to-day. One is held at the Rhenish Mission House for the sale of articles knitted by the blind girls of the Blindenheim; the other is a Sale of Work at the Union Church, which starts at 3 p.m., to be followed at 9 p.m. by a Concert for which an attractive programme has been arranged.

The Rev. E. J. Loader arrived in the Colony on Monday, by the s.s. *Malta*, to join the staff of the C.M.S. in South China. His first location will be Canton for language study. A reception was held at "Haldon," the residence of Archdeacon and Mrs. Barnett, on Monday, when opportunity was taken to introduce Mr. Loader to the other members of the staff in Hongkong.

There has been quite a large influx to Siam of German and Austrian ladies from Hongkong and Singapore of late, remarks a Bangkok contemporary, and as a result the local hotels are all full. The *Delhi*, which is lying in the river, is used as a kind of floating boarding-house, the inmates being, it is understood, mostly the wives and families of Norddeutscher Lloyd captains and officers.

On the gala afternoon to be held at the University on January 30th, in aid of the Prince of Wales' National Relief Fund, there will be an exhibition of scientific apparatus, a concert, side show, etc., and the ladies who are connected with the University have kindly promised to provide tea. An opportunity will thus be afforded for all local residents to visit the University, and see the work being done. Admission will be by ticket at a nominal price of 50 cents, all the proceeds being sent direct to the Prince of Wales' Fund. His Excellency the Governor and Lady May have kindly consented to be present, and the University Students Union, of which His Excellency is President, has offered to defray the expenses of decorations, etc.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE OPERATIONS IN BELGIUM
AND FRANCE.LONDON, December 7th.
5 p.m.To-day's Paris *communiqué* says:—

In the region of the Yser we continue to attack the few trenches the enemy have retained on the left bank of the Canal.

There is nothing to report from the regions of Armentieres, Arras, the Oise, the Aisne, and Argonne, unless it be generally speaking the superiority of our offensive.

Our heavy artillery gained a very marked advantage over the enemy's artillery in Champagne.

There is nothing new to report from the eastern theatre, where the position is maintained.

LONDON, December 8th.
1.10 a.m.The Paris evening *communiqué* says:—

In Belgium the Germans bombarded Oost Dunkerke, to the east of Nieuport, between Bethune and Lens.

We have completed the capture of the village of Vermelles, and a position at Rutoire, to the east of which we are lining the railway line.

Our troops made appreciable advance in the region of Rouvroys and Parvillers-le-Queux on Sauterne.

There is nothing to report further.

NOTABLE PROGRESS IN FLANDERS.

LONDON, December 8th.

Press Correspondents in Flanders state that the French south of Dixmude have made notable progress. Roulers is now open to them. The Allies have made many strategic changes strengthening their positions and the British have shortened their lines. A German advance is now regarded as impossible.

KING GEORGE AND THE ARMY.

LONDON, December 8th.

Before leaving France, the King issued an Order, saying:—

"I am glad to have been able to see my Army in the field, and to have gained some slight experience of the life you are leading. I wish I could have spoken to you all, to express my admiration of the splendid manner in which all have fought, and are still fighting, a powerful and relentless enemy. By your discipline, pluck, and endurance, inspired by your indomitable Regimental spirit, you have upheld the tradition of the British Army, and added fresh lustre to its history.

"I was particularly impressed by your soldierly, healthy, and cheerful appearance. I cannot share your trials, your dangers, and your successes, but I can assure you of the proud confidence and gratitude of myself and your fellow-countrymen. We follow in our daily thoughts your certain road to victory."

His Majesty conferred on Field-Marshal Sir John French the Order of Merit, and on Generals Joffre and Foch the Grand Cross of the Order of the Bath.

THE ANGLO-JAPANESE ALLIANCE.

EMPEROR OF JAPAN "HAPPY TO ANNOUNCE ITS
GROWING CORDIALITY."

LONDON, December 7th.

A telegram from Tokyo says that the opening of the Diet was a most brilliant function. The Emperor, in the course of an Address, said he was happy to announce the growing cordiality of the Alliance with Great Britain and that the Ententes with France and Russia had been cemented by the present critical stage in stronger bonds of amity. Peace in the Orient was gradually being restored, but the great war had not yet ended. "We rely on the loyalty and bravery of our subjects in our wish to attain the final object as quickly as possible."

THE WAR AND BRITISH TRADE.

LONDON, December 7th.

The monthly Board of Trade returns show that in the month of November the decreases in imports amounted to £12,480,000, and in exports £20,154,569. Increases in imports were in food, drink, and tobacco, £5,500,000; the decreases were in raw cotton £9,000,000; and wool, £774,000. The only increase in exports was in grain and flour, £13,087, while the decreases were in manufactures and cotton £4,902,000, and wool, £1,523,158.

ADVANCE IN PRICE OF WHEAT.

LONDON, December 7th.

The price of wheat has advanced one shilling a quarter owing to the prohibition of export from India.

PARIS BOURSE RE-OPENED.

LONDON, December 8th.

The Paris Bourse has re-opened.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN OPERATIONS.

GERMANY'S COLOSSAL LOSSES IN POLAND.

LONDON, December 8th.

The *Bourse Gazette* (Petrograd) estimates that the losses of the Germans in the battles around Lodz amounted to 100,000, out of twelve Army Corps engaged.

RUSSIANS BOMBARDING THE SUBURBS OF CRACOW.

LONDON, December 8th.

It is stated at The Hague that the Russians, under the Bulgarian General Dimitrieff, began the bombardment of the suburbs of Cracow on Sunday.

A Petrograd *communiqué* states that Austro-German forces have appeared northward of Cracow, German reinforcements being brought up to stiffen the Austrians.

RUSSIA'S SUCCESS IN ARMENIA.

LONDON, December 8th.

A Petrograd telegram says that the Russian occupation of Sarai and Bascinalie in Armenia opens the direct road to Van and gives the Russians a flourishing part of Armenia.

WHY LODZ WAS EVACUATED.

LONDON, December 8th.

A Petrograd *communiqué* affirms that during the fighting in the second half of November Lodz acquired great military importance, but when the German offensive at Lodz and Lowicz failed the former enormous city, which had drawn upon it the enemy's bombardment, lost its importance and presented the greatest difficulties from a military point of view, giving our front an abnormal contour which was embarrassing our communications. Consequently, the city was evacuated and an opportunity was taken of the lull in the fighting to reform our line.

BRITISH STEAMER SUNK IN CHILIAN WATERS.

CREW LANDED AT VALPARAISO.

LONDON, December 7th.
8.10 p.m.

A telegram from Valparaiso states the German armed merchantman *Prinz Eitel Friedrich* has landed the crew of the British steamer *Chacabuco*, sunk off Corral.

(The *Prinz Eitel Friedrich* is an N.D.L. liner and is very well known in the East. She was at Tsingtao when the war broke out.)

THE BRITISH WAR LOAN.

LONDON, December 7th.

The money market is stronger in consequence of the War Loan payments, of which minimum payments of £50,000,000 are expected to be made to-day.

PINCH OF POVERTY IN
HAMBURG.URGENT APPEAL FOR HEROIC SILENT
SUFFERER.

[FROM THE "DAILY NEWS" CORRESPONDENT.]

ROTTERDAM, October 25th.

Whatever excursions the German Professors may make into economic theories to prove that all is well with Germany and that she can afford to smile at the work of the English blockade, there is no denying that very extensive poverty and unemployment already exist in Hamburg. If not in other big German cities.

A full-page appeal for funds appears in the *Hamburger Fremdenblatt*, under the heading, "Friends of Humanity, Help!" Curiously enough, the appeal is surrounded by a very heavy band of black, like a mourning card. In asking for urgent subscriptions for the unemployed in the city, it says:—

"We have daily about 10,000 applications for relief. These include artists, civil engineers, architects, business people, and independent ladies, who have been hit by the war, and from these we can only pick out the most deserving and help a comparatively few each day. For these poor souls a fund is being raised. It is for the relief of better-class people. Such people do not come under the notice of the committee for the care of the general poor, but they are even more badly hit than the poor people themselves."

"These difficult times break all law of class. We wish to help many more because we believe that those cases which come to our notice are not a tenth of those which exist and suffer in heroic silence. The need with which we come in contact is sometimes absolutely painful, and generally in cases where the public least suspects it. This relief committee can at the moment only deal with less than a fifth of those who apply personally, and they say that in most cases which have come under their notice the families consist of at least four and frequently more children. They have absolutely not a penny a week coming in with which to provide food. The association is trying to deal with those seriously threatened lives—lives threatened with starvation—not with money, but with food and bodily necessities of all kinds, and thus save them from destruction. Every one is appealed to to do all in his power to help those cases and show pity."

No one can conceivably rejoice at this poverty, but this appeal makes a striking contrast to the theories constantly published by the learned men of the country. Hamburg, as the great port of Germany, has naturally been one of the first places to suffer by the suspension of German shipping, but the figures referred to in the appeal suggest that the poverty is far worse than was known outside.

OVERSEA TRADE DEAD.

It is interesting to note that the very day this appeal is published the same

paper, in a scream of wrath against the reported intention of England to make a complete blockade of the North Sea, should remark: "Already, as we know, our North Sea trade has become somewhat cramped." Cramped seems scarcely the word for a condition of affairs which they themselves describe as absolutely painful.

The *Fremdenblatt's* outburst on the suggestion to mine the whole of the North Sea contains the following: "It is doubtful if such a blockade would damage Germany to any significant degree, as we well know our North Sea trading has become somewhat cramped. The traffic in the Baltic and through the Kaiser Wilhelm Canal would not be touched by such a proceeding, but the neutral countries would be struck on a gigantic scale. Holland in particular would have to suspend completely her shipping, and her trade with the United States would be cut off."

The writer proceeds to quote various clauses of the Declaration of London, and suggests that England only intends to keep those clauses which are favourable to her and throw the others to the winds. England, it concludes, simply sets herself upon a pinnacle, and says might comes before right.

HEROIC COLDSTREAM GUARDS.

LONDON, November 30th.

General Lord Cavan has written to the Colonel of the Coldstream Guards, who is now resting, that the latter held the line intact for a month to November 20th under hardships which it is impossible to describe. It is not too much to say that the whole safety of the line depended upon their staunchness. Their trenches could not be drained and have been full of water to above the knees for 23 days. They lifted up unexploded hand grenades and hurled them back at the Germans.—*Reuter*.

GERMAN SUBMARINE AND
BRITISH STEAMER.

LONDON, November 30th.

The crew of the small steamer *Primo*, which has arrived at Southampton, relate that in broad daylight when close to the coast a submarine popped up. An officer boarded the steamer and gave the crew ten minutes to take to the boats. The *Primo* did not sink, but was sighted on Saturday night afore.

KAISER'S HEADQUARTERS STAFF.

The Kaiser's Headquarters Staff comprises some fifteen hundred persons, including General Floessen, General Gontard, General Helms, General Marchand, Colonel Mutius, Lieut.-Colonel Hautke, Major Caprivi, Major Hirschfeld and Major Count von Moltke.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, November 24th.
AN EXCITING WEEK.

The Capital has been labouring under some great excitement during the past week, or at least the authorities were. There were movements of the troops during the night, extra patrols were sent out and unusual precautions were apparently being taken. But against what or whom? Nobody knows. On Wednesday night firing was heard by some people in the neighbourhood of the President's palace, and next day there was a sensational story that a rising of some kind had been attempted and that there had been 500 casualties. That, coming on the top of the announcement that Liang Chi Chao, the famous scholar and former Manchurian Minister of Justice, had been arrested and summarily shot the previous afternoon naturally gave rise to the suspicion that there had been a crisis of some kind. However, next day everything seemed normal again, except that there were interchanges of troops, and if anything really happened the public is none the wiser.

It is significant, however, that the authorities published a statement traversing the claims of those who advocated a return of the former dynasty, and pointing out that the people would simply revert to the evils of which they complained in the old days and that no good could be accomplished by the change. It is all very childish, of course, but then the Chinese have to be treated in a manner different to other people.

THE PRINCE OF WALES' FUND.

The British community practically turned out *en masse* to the Peking Pavilion last night to enjoy the special programme arranged for the benefit of the Prince of Wales' National Relief Fund. Mr. Bari, the proprietor of the Pavilion, arranged special pictures for the occasion and gave the entire proceeds to the Fund. In addition to the pictures, local artistes sang stirring songs or played patriotic airs, and as the British Minister was in attendance it roused the patriotism of the audience and everybody joined in the choruses and took up the National Anthem with vigour and feeling.

GERMAN GARRISON STRENGTHENED.

It is rather singular that the German garrison here has been augmented of late, but it would be pertinent to inquire whence these men came. At any rate, the duties on the wall at Hatanen Gate, which were temporarily undertaken by the Chinese police, are once more filled by German soldiers or reservists.

ANGLO-CHINESE FRIENDSHIP BUREAU.

The dinner of the Anglo-Chinese Friendship Bureau on Friday night was very enjoyable, and if our German friends could have witnessed the proceedings and listened to the speeches they must have had some misgivings as to the success of their Press campaign in China. Mr. T. Y. Chang, a former Minister to the Court of St. James, occupied the chair, and he and other Chinese speakers emphasised the good work which the Bureau had rendered in London. A most interesting debate followed on the subject whether war generally retards civilisation, and several original views were expressed by Chinese and British speakers. The meeting pronounced the opinion by 25 to 21 that war had retarded progress. Mr. C. C. Wu, son of Dr. Wu Ting-fang, took the affirmative, while Mr. Shen took the negative.

WINTER PASTIMES.

Preparations are being made for the winter pastime of skating, which is as much a social pastime here as is tennis in Hongkong. Tennis courts are flooded and matchsheds erected over these to prevent the sand from being blown on the ice and spoiling it. The centre of attraction is of course the big enclosure of the Peking Club. The International Tennis Club also provides skating facilities, and the American Skating Club after its own people in this direction.

PERSONAL.

Mr. T. Funatsu, Secretary of the Japanese Legation, is returning from Tsunan to Peking to-day, having handed over his duties to Mr. Hatashi, the new Japanese Consul.

Mr. Grady, the first Secretary at the Russian Legation, is on a visit of inspection of consulates in China, and has probably passed through Hongkong by this time.

TO PROMOTE MILITARISM.

In a previous letter I mentioned that in order to foster militarism in this country it had been decided that these Chinese heroes of old, Kwan and Yo, should be worshipped, and the President has issued a mandate on the subject replying to the memorandum from the Ministries of War and of the Navy, which stated that "in view of the existing difficulties of the country stress should be laid on military tactics, and faithful and heroic persons should be held in high esteem." Just so. The President's contribution to this brilliant thought is the hope that "all will regard with pleasure glorious virtues and become defenders of the country against aggression."

SUPREME COURT.

Tuesday, December 8th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR WM. REES DAVIES, K.C.).

TWO DIAMOND RINGS AND A FANTAN HOUSE.
Li Wau Cheun, a pawnbroker, v. Tong Yui, fantan house keeper. The issue was to decide the ownership of two diamond rings which had been used illegally by a third party and lost at a fantan house at Macao. Previously Tong Yui, a member of the Chan Tsang firm, Macao, proceeded against the Captain Superintendent of Police (Hon. Mr. McI. Messer), alleging that the latter had detained and was detaining the two diamond rings, valued at \$4,500. In connection with this action the Puisne Judge made an order that the rings were to remain in the possession of the Captain Superintendent, that the costs were to be the first charge upon the jewellery, and further directed that an issue should be tried between Li Wau Cheun, a pawnbroker as plaintiff, and Tong Yui as defendant, to decide the ownership of the rings.

At the first hearing Mr. Eldon Potter (instructed by Mr. Shenton, of Messrs. Deacon, Lockyer, Deacon & Harston) was for plaintiff, and Mr. F. C. Jenkin (instructed by Mr. Heywood, of Mr. Leo d'Almeida's office) defended, and it was contended by the claimants that the issue should be decided on Macao (Portuguese) law.

Mr. Potter now remarked that he had received a letter from the defendant's solicitor saying that he had had no further instructions in the proceedings. Counsel explained that the case had previously come before the Puisne Judge, and had been adjourned for the purpose of securing certain evidence which claimants had decided to contest on a point of law. The facts, which I had previously given, were very simple, and all the relevant facts were on the file. The rings were entrusted by the pawnbroker to another person for the purpose of negotiating a sale. This person went to Macao, gambled with the rings, and lost them. By a remarkable coincidence the fantan house keeper, coming to Hongkong in an endeavour to pawn the rings, went to the shop of the pawnbroker who had sent the rings away to be sold. The rings were taken to the Captain Superintendent of Police, who put in an interpleader. That issue was tried, and the present one was the outcome. The question now was as to the rights of the pawnbroker as against the fantan house keeper. According to English law he believed there was no doubt on the point; that the rings were fraudulently made use of by a third party and thus the property could not pass. The only point raised by the other side, or the outline of the case they intended to raise, was that by the law of Macao they had acquired an absolute title. They had heard no more of that contention, and he had provided himself with three experts in reference to that point if it were raised. It was now not necessary to call them, and he asked for an order of judgment.

His Lordship intimated that he would like to hear Portuguese opinion.

Mr. Jorge, a Macao solicitor, was then called. He said that certain questions had been put to him by plaintiff with reference to that case, and his opinion taken on the Portuguese law governing the matter.

Mr. Potter then asked—Assuming that a servant is entrusted with certain diamond rings to negotiate a sale, and he improperly takes them into a fantan shop, pledges them, and gambles the proceeds, does the fantan shop acquire the property as against the owner?—No, certainly not.

The Chief Justice—Have you any gaming laws in Macao?—Yes, on the Civil Laws; article 216 of the Civil Code 24. The property was not the property of the man who pledged them, and therefore they cannot go to the fantan man.

His Lordship subsequently gave judgment for plaintiff (the pawnbroker), also the costs, to be taxed, of the three experts; costs for the Crown in the interpleader, and also made an order for the return of the diamond rings to the pawnbroker.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE (MR. H. H. J. GOMPERTZ).

A DEAL IN GREEN GINGER.

W. R. Loxley & Co. v. Sun Yick Loong firm. The claim was for \$650 for damages caused by the defendant's breach of two contracts for the sale of green ginger.

Mr. Denny (of Messrs. Denny & Bowley) represented plaintiffs; defendants not being represented.

Mr. Gourdin, an assistant in the plaintiff firm, explained that the contract was for 17½ tons of ginger, to be consigned by the defendants to Messrs. Hood Bros., Sydney. Four shipments were made; three were accepted and the fourth rejected by the consignee. Witness inspected the rejected shipment, which was refused as not being up to standard quality. On the day following his examination he found that the cargo had been repacked, it appeared to be of better quality, and he passed it. After the cargo had been repacked he again examined it and found that the outside baskets contained good ginger and the inside baskets had ginger of inferior quality. Witness pointed this out to the defendants, who thereupon promised to guarantee that the cargo would be accepted by the consignee, and accordingly the cargo was shipped. Defendants were responsible for the shipping.

His Lordship, in view of the fact that defendants were not legally represented, asked if they were a substantial firm. Mr. Denny replied that he did not know whether they were substantial or not. The defendants were one of those firms with a small shop and who made large contracts.

Mr. Chunyut, of the plaintiff Company, said that the rejected ginger was reshipped, and was now lying in the Colony in a decomposed condition. His Lordship expressed the opinion that the cargo should have been destroyed at Sydney, and that the return of the freight charges was irrecoverable.

Mr. Denny thereupon withdrew this part of the claim.

A salesman in the defendant Company said that he accepted the contract on the sole condition that the ginger was passed by a responsible European from the plaintiff firm. He refused to take any responsibility whatever, and this was, he alleged, explained to the plaintiff firm.

After hearing further evidence his Lordship gave judgment for the defendants.

IMPORTANT OPIUM CASE.

At the Magistracy yesterday, before Mr. E. A. Hazeland, Ramon Ramos (a Spaniard), proprietor of the Victoria Theatre, was charged with being in possession of 3,110 taels of prepared opium, and with importing the same into the Colony.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. Eldon Potter and Mr. F. C. Jenkin (instructed by Mr. J. H. Gardiner) defended.

The Crown Solicitor said the only point now was as to whether *mens rea* had to be proved in a case of this description under the Ordinance. He would be saving time if he said that as far as he was concerned he had gone very fully into cases in connection with "guilty knowledge"—as he preferred to call it—and he was quite satisfied that *mens rea* must be proved. Mere possession was not sufficient.

His Worship—That saves a lot of trouble.

Mr. Potter said that on the evidence before the Court he was now going to submit that there was no case to answer. There was absolutely no evidence of guilty knowledge at all.

His Worship—Well, you can submit that. Are you going to call evidence?

Mr. Potter—I cannot call evidence until you have decided whether there is a case to answer. On the authorities my view is that if I do not put this point forward I may lose the right, in case you decided against me and appealed. A very short consideration of the evidence will satisfy you that there is no evidence at all. The statements of the defendant are entirely consistent with innocence. There is literally not a jot of evidence that the defendant knew that the opium was inside these safes.

The Crown Solicitor contended that there was a certain amount of evidence, and it was for his Worship to decide whether it was such reasonable evidence as would lead him to say that the defendant was possessed of guilty knowledge in this case. There was evidence that he admitted having received a letter asking him to get these cases, and that the defendant himself went down to the wharf and took a very active interest in these goods. There was, further, an admission that he knew two of these cases contained safes, and evidence that he did state that these cases were his. It was for his Worship to put what interpretation he liked upon it. If his Worship considered there was sufficient evidence to call upon the defendant to rebut it, he would be entitled to do so.

Mr. Potter briefly replied, and his Worship adjourned the case until Friday afternoon to consider his decision.

GERMAN DYE STUFFS.

The following paragraph is from the *Pharmaceutical Journal & Pharmacist*:

The Cessation of the Supplies of German dyestuffs and the manner in which the deficiency can be remedied has been the subject of a lengthy discussion in the correspondence columns of the *Manchester Guardian*. Writing under date of October 12th, Mr. J. C. Cain, of London, says that there are several works in this country, some of them of no inconsiderable size, that have for many years manufactured dyestuffs in every way equal to any produced on the Continent, and at the present time are working day and night to cope with the increased demand due to the stoppage of foreign supplies. A wide range of colours is produced by these firms, and it is easy to double or treble the production at extremely little extra expenditure on plant. There are no doubt several important colours, such as the vat-dyes (synthetic indigo and its derivatives, indanthrene, etc.), for which in the past we have had to depend entirely on the Continent, but it should be noted that a number of these have been imported from the various Swiss firms and no doubt the supply of these will continue. Dealing with the idea that the German chemical research system is at the bottom of their success, Mr. Cain remarks that this is entirely erroneous. The number of research chemists employed in English works is really larger, proportionately speaking, than the Germans; and although many more research chemists will be needed, we have in this country chemists in many ways superior to the ordinary German chemist. Two anonymous correspondents also voice optimistic opinions.

In a recent report headed "Prepared Opium in Safes" reference was made to the case of *Re v. Talati and Vessuna*. We inadvertently printed the name as *Vassuna*. Mr. J. P. Vassuna of Hongkong and Canton writes to us pointing out the error, and desires it to be known that the case referred to had nothing to do with his firm.

GERMAN EMPEROR ON HIS NAVY.

THE LETTER TO THE LATE LORD TWEEDMOUTH.

"NOT AIMED AT ENGLAND."

The *Times* of October 31st says—
We published on March 6th, 1898, a letter from our Military Correspondent stating that the German Emperor had recently addressed to Lord Tweedmouth, then First Lord of the Admiralty, a letter amounting to an attempt to influence, in German interests, the Minister responsible for our Naval Estimates.

Our Military Correspondent's statement gave rise to much controversy in Parliament and in the Press. Many attacks were made upon *The Times* for its action in the matter. Notwithstanding insistent demands, the text of the Emperor's letter was never made public.

Yesterday the *Morning Post* was enabled to print "a literal transcript of the original document, in which occur a few slips of spelling." We reproduce it by courtesy of our contemporary:

BRUNNEN, February 14th, 1908.

My Dear Lord Tweedmouth,
May I intrude on your precious time and ask for a few moments' attention to these lines I venture to submit to you?

I see by the daily papers and Reviews that a battle royal is being fought about the needs of the Navy. I therefore venture to furnish you with some information as to the German Naval Programme, which, it seems, is being quoted by all parties to further their ends by trying to frighten the peaceable British tax-payer with it as a bogey.

During my last pleasant visit to your hospitable shores I tried to make your Authorities understand what the drift of the German Naval policy is. But I am afraid that my explanations have been either misunderstood or not believed, because I see the "German Danger" and the "German Challenge to British Naval Supremacy" constantly quoted in the different articles. This phrase, if not repudiated or corrected, soon broadcast over the country and daily aimed into British ears, might in the end create most deplorable results. I therefore deem it advisable as Admiral of the Fleet to lay some facts before you to enable you to see clearly.

It is absolutely nonsensical and untrue that the German Naval Bill is to provide a Navy meant as a "challenge to British Naval Supremacy." The German Fleet is built against nobody at all. It is solely built for Germany's rapidly growing trade. The German Naval Bill was introduced by the Imperial Parliament and published 10 years ago, and may be had at any large bookshops. There is nothing surprising, secret, or underhand in it, and every reader may study the whole course mapped out for the development of the German Navy with the greatest ease. The law is being adhered to and provides for about 30-40 ships of the line in 1920. The number of ships fixed by the Bill included the fleet then actually in commission, notwithstanding its material being already old and far surpassed by the contemporary types in the other foreign Navies. The extraordinary rapidity with which improvements were introduced in types of battleships, armaments, and armour made the fleet in commission obsolete before the building programme providing the additions to it was half finished. The obsolete fleet had to be struck off the list, thus leaving a gap lowering the number of ships below the standard prescribed by the Bill. This gap was stopped by using the finished ships to replace the obsolete ones instead of being added to as originally intended. Therefore, instead of steadily increasing the "standing" fleet by regular additions it came to a wholesale rebuilding of the entire German Navy. Our actual programme in course of execution is practically only an exchange of old material for new, but not an addition to the number of units originally laid down by the Bill 10 years ago, which is being adhered to.

It seems to me that the main fault in the discussions going on in the papers is the permanent ventilating of the so-called 2-3 or more. Power standard and then only exemplifying on one Power, which is invariably Germany. It is fair to suppose that each nation builds and commissions its Navy according to its needs, and not only with regard to the programme of other countries. Therefore, it would be the simplest thing for England to say—I have a world-wide Empire, the greatest trade of the world, and to protect them I must have so and so many battleships, cruisers, etc.—as are necessary to guarantee the supremacy of the sea to me, and they shall accordingly be built and manned. That is the absolute right of your country and nobody anywhere would "less a word about it, and whether it be 60 or 80 or 100 battleships that would make no difference and certainly no change in the German Naval Bill. May the numbers be as you think fit. Everybody here would understand it, but people would be very thankful over here if at last Germany was left out of the discussion. For it is very galling to the Germans to see their country continually held up as the sole danger and menace to Britain by the whole Press of the different contending parties; considering that other countries are building too, and there are even larger fleets than the German.

Doubtless when party faction runs high there is often a lamentable lack of discrimination in the choice of the weapons; but I really must protest that the "German Naval Programme" should be the only one for exclusive use, or that such a poisoned one should be forged as the "German Challenge to British Supremacy of the Sea." If permanently used mischief may be created at home, and injured feeling engendering the wish for retaliation in the circles of the German Naval League as a representative of the nation; which would influence public opinion and place the Government in a very disagreeable position by trying to force it to change its programme, through undue pressure difficult to ignore.

In the letter Lord Fisher caused to be published a short time ago he wrote "that every German from the Emperor down to the last man wished for the downfall of Sir John Fisher." Now I am at a loss to tell whether the supervision of the foundations and drains of the Royal Palaces is apt to qualify somebody for the judgment of Naval Affairs in general. As far as regards German

Affairs Naval the phrase is a piece of unmitigated baldness, and has created an immense morriment in the circles of those "who know" here. But I venture to think that such things ought not to be written by people who are high placed, as they are liable to hurt public feelings over here. Of course I need not assure you that nobody here dreams of wishing to influence Britain in the choice of those to whom she means to give the direction of her Navy, or to disturb them in the fulfilment of their noble task. It is expected that the choice will always fall on the best and ablest and their deeds will be followed with interest and admiration by their brother officers in the German Navy. It is therefore preposterous to infer that German authorities work for or against persons in official positions in foreign countries; it is as ridiculous as it is untrue, and thereby repudiates such a calumny. Besides, to my humble notion, this perpetual quoting of the "German Danger" is utterly unworthy of the great British nation with its world-wide Empire and its mighty Navy; there is something nearly ludicrous about it. The foreigners in other countries might easily conclude that the Germans must be an exceptionally strong lot, as they seem to be able to strike terror into the hearts of the British, who are five times their superiors!

I hope your Lordship will read these lines with kind consideration. They are written by one who is an ardent admirer of your splendid Navy, who wishes it all success, and who hopes that its ensign may ever wave on the same side as the German Navy's, and by one who is proud to wear the British Naval uniform of an Admiral of the Fleet, which was conferred on him by the late Great Queen of blessed memory.

Once more. The German Naval Bill is not aimed at England, and is not a "challenge to British supremacy of the sea," which will remain unchallenged for generations to come. Let us all remember the warning Admiral Sir John Fisher gave to his hearers in November when he so cleverly cautioned them not to get scared, by using the admirable phrase, "If Eve had not always kept her eye on the apple she would not have eaten it, and we should not now be bothered with clothes."—I remain, yours truly,
WILLIAM I.R.,
Admiral of the Fleet.

GERMAN APOLOGISTS.

GERMANY'S THREATENED REPRISALS.

A FEW FACTS.

We reproduce the following letter from the *Daily Mail*—

SIR,—Amid the torrent of crocodile tears which Germany's favourite English newspapers—the *Manchester Guardian*, the *Daily News*, and the *Daily Chronicle*—are shedding about our "uncharitable treatment" of Alien enemies, may I intrude upon your space with a brief narrative of facts? I would recommend the journals named to study them before assailing the motives of newspapers which have dared to emphasise the peril of potential spies.

In the first place, as Radical apostles of chivalry may easily ascertain in competent quarters if they will take the trouble to inquire, this unpleasant business of interfering with the liberty of civilian Alien enemies began in Germany and Austria before it was too tardily imitated in England. It began in Berlin within an hour after the outbreak of war on the night of August 4th. I was myself a victim of the German spy mania long before the English-language teacher to whose narrative of chivalrous treatment by the Austrian authorities the now "patriotic" *Daily Chronicle* of today devotes five columns—with another instalment to follow. Looked upon as a civilian Alien who was an "English spy," I was arrested by the Prussian police, beaten by the mob, and only rescued from a far more disastrous fate, after a night in goal, through the vigorous intervention of the American Ambassador. By the irony of fate, my fellow-prisoners included not only the excellent Berlin representative of the *Daily News*, but the formerly Germanophile special correspondent of Mr. Cadbury's staff, Mr. H. W. Nevins. Perhaps they can give illuminating testimony as to the chivalry shown to Alien civilians in Prussia on the night of August 4th. If their evidence is inadequate I recommend the *Manchester Guardian* to request its late Berlin correspondent, Mr. Dudley Ward, to tell of his experience with Prussian chivalry within twenty-four hours after the outbreak of war. And some interesting facts could doubtless be added to their narratives by a special photographic correspondent of the *Daily Chronicle*, Mr. Alexander Muirhead, who was imprisoned against the wall of the Hotel Adlon and searched for weapons on the suspicion of being an "accomplice-spy" of a well-known Anglo-American journalist who had lived in Berlin for thirteen years.

The experience of these Radical journalists took place during the first ten or twelve hours of the Anglo-German war. What has happened since? Has German animosity cooled in the meantime? Has the spirit of "fair play" which the *Daily Chronicle* advocates set in in Germany, where white-hot fury against everything British prevailed at first? Nothing of the sort has occurred. On the contrary, wholesale arrest and harassing of British subjects have gone on uninterruptedly every hour since war began. There must by this time be thousands of civilian male subjects of the King in German jails, fortresses, or detention camps—men whose only crime was that they were of military age. I would ask your critics to remember that it was many days, even weeks, before even British women and children were allowed to leave Germany. We at no time interposed difficulties with regard to the departure of German women and children. Do the *Daily Chronicle* & Co. know that detention of Britons in Germany and Austria is now enforced with iron stringency—that it makes between the ages of seventeen and fifty-five may now leave the country under any circumstances; that only women, children, physicians, and clergymen may go; that elderly English gentlemen have been detained, even in a notoriously invalid condition, up to a few

days ago; that English firms were losing their licenses to do business in Germany, and that scores of young Englishmen in German employ were dismissed their positions, later to be interned by the authorities, weeks before our present crusade against potential spies was even projected? Does Mr. Cadbury happen to know that one of the best-known Englishmen in Berlin, a long-time resident, now languishes in a military goal for no other offence than having been connected with the British Embassy and Consulate-General as an occasional translator?

When my memory travels back to that hour in which I myself was held at the branch police station in Mittelstrasse, Berlin, for later transference to the Polizei-Präsidium for the night, and when I remember how our little band of prisoners, which included even Americans who looked like Englishmen, were ordered and shoved about like pickpockets by Prussian policemen who shrieked, "Hanging! That's what ought to be done with you!" and "To Spandau with the gang!"—they had been shooting suspected French and Russian spies for three days at the fortress west of Berlin—when I recall all these things, as I do in no spirit of "grousing," I cannot suppress a smile at such cant as the *Daily Chronicle*'s assertion that "British opinion has become so over-wrought that even the traditional instincts of fair play are forgotten."

A LATE RESIDENT OF BERLIN, NOT UNKNOWN TO "DAILY MAIL" READERS.
London, October 29th.

GERMAN ATROCITIES.

The following information came to Singapore, the *Straits Times* says, by private letter and the atrocities were certified by reliable witnesses, amongst whom were two French Sisters of Mercy. In a French village near the Belgian border, occupied by the Prussian Imperial Guards, lived a poor woman with eight small children. The Germans entered her house and arrested her husband, a non-combatant, suspected of having given information to the French. They took him out into the courtyard, to be shot. The woman threw herself before the commanding officer, a major, and entreated him to have pity on her children, who would starve if their father was taken from them. The officer was touched, and whispered to his soldiers to let the prisoner go. Half an hour later, a German General rushed into the room, inquired about the incident, called the woman, accused him of weakness and treason, and degraded him on the spot. In the presence of his soldiers, pulling off his decorations. He ordered the French peasant to be arrested again and executed at once. The woman then implored him on her knees, to be merciful, crying: "How will I feed my eight small children, if you kill their father?" "Is that all that troubles you?" shouted the General. "I have found a remedy," and pulling out his revolver, he shot five of the unfortunate children through the head. "Now," he said, "You will have three to feed and provide for."

A GERMAN HUMOURIST.

A German humourist at last! Professor von Giorke writes:—"Germany has been roused out of peaceful slumbers, suddenly invaded by hostile foreigners. I need not tell you that a nation which is conducting its war with such a clear conscience is incapable of committing any breach of international law and of humanity. I prefer not to discuss our position as regards Belgium."

"UNEVENTFUL."

The "Eye-witness" at the British Headquarters, in a dispatch published on November 28th emphasises the fact that the artillery never ceases. Scores of lives were lost on days which were described as "uneventful."

INTIMATIONS

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(ESTABLISHED 1864.)

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NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?

NEW ADVERTISEMENTS

TO BE LET.

FIRST FLOOR of 11, Queen's Road Central, from 1st March next, now occupied by the Telephone Company.
Apply to—
THE MERCANTILE BANK OF INDIA, LTD.
Hongkong, 9th December, 1914. [1433]

SALE OF WORK.

A SALE OF KNITTED THINGS from "BLINDENHEIM" of the Hildesheim Mission will be held on TO-DAY and TO-MORROW between 9 and 12 a.m. and 2 and 5 p.m. in the lower rooms of the Rhenish Mission Chapel, Bonham Road (opposite St. Stephen's College).
All articles have been knitted by the Blind Girls of the Home in Kowloon and the Ebenezer School in Pokfulam.

NEW HAIR DRESSING SALOON.

No. 16, QUEEN'S ROAD CENTRAL (Opposite HONGKONG HOTEL BUILDING).

FOR LADIES AND GENTLEMEN.

NOMURA BROS., Proprietors of the Peak Hotel Hair Dressing Saloon, beg to announce that they have opened A NEW HAIR DRESSING SALOON at the above address and respectfully solicit the patronage of the Public.
The Saloon is fitted on the most approved sanitary principles. There is a separate entrance for Ladies.
Electric and Japanese Massage undertaken. Toupes made from fallen hair by Experts, and Toilet Goods are sold at both Establishments.
Cheap Tickets are sold at the two Saloons are available for work done at either.
Hongkong, 9th December, 1914. [1434]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE ASTOR HOUSE HOTEL COMPANY, LIMITED, and Reduced, and
IN THE MATTER OF THE COMPANIES' ORDINANCES OF 1911 AND 1913.

NOTICE IS HEREBY GIVEN that a Petition presented to the Supreme Court of Hongkong, on the 1st December, 1914, for confirming a Special Resolution rescuing the Capital of the above-named Company from Dollars Seven Hundred and Fifty Thousand to Dollars One Hundred and Fifty Thousand by reducing the nominal value of the Shares from Dollars Twenty-five each to Dollars Five each is directed to be heard before the Chief Justice of Hongkong, on MONDAY, the 11th day of January, 1915, at 10.30 o'clock in the forenoon. Any Creditor or Shareholder of the Company desiring to oppose the making of the Order for the reduction of the Capital of the Company under the said Ordinance should appear at the time of hearing by himself or his Counsel for that purpose and a copy of the Petition will be furnished to any Creditor or Shareholder of the Company requiring the same by the Under-signed on payment of the regulated charges for the same.
Dated this 8th day of December, 1914.
JOHNSON, STOKES & MASTER,
Solicitors for the above Company,
Princes Buildings,
100, Queen's Road,
Hongkong. [1435]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"TONKING" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the lower end and lower part of the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining on delivered after the 15th inst. will be subject to cost.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 A.M.
All Claims must reach us before the 22nd inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Under-signed.

THORESEN & Co., Agents.

Hongkong, 8th December, 1914. [1436]

NOTICE TO CONSIGNEES.

P.M.S. "PABIA" FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board THURSDAY, 10th Dec. at Noon, will be subject to landing charges and if undelivered MONDAY, 14th Dec. at 5 p.m. will be subject to bot. landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown 8 TUESDAY, 12th Dec. at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific & S.S. Co.

No Claims must be filed on or before 31st Jan. otherwise they will not be recognized.

R. C. MOYTON, Agent.

Hongkong, 8th December, 1914. [1437]

INTIMATIONS

SALE OF WORK

IN AID OF THE CHURCH FUNDS

will be held

at

UNION CHURCH.

TO-DAY (WEDNESDAY),

DECEMBER 9th, AT 3 P.M.

ADMISSION FREE.

CONCERT

AT 9 P.M.

TICKETS \$1.00

Hongkong, 3rd December, 1914. [1414]

WILKINSON, HEYWOOD & CLARK, LIMITED.

VARNISH, PAINT AND COLOUR

MANUFACTURERS, ETC.,

LONDON AND LIVERPOOL.

EXTRACT from the Minutes of the Meeting of Directors held on the 7th October, 1914: "Resolved that Mr. F. C. BANHAM be appointed Manager of the Company's Business in the Far East in succession to the late Mr. W. D. GRAHAM, and that he be authorized to describe himself as Manager, and the Secretary was instructed to forward Mr. BANHAM a certified copy of this Resolution."

THE HEAD OFFICE of the Company's Business in the Far East will be transferred to 2A, Kinkiang Road, Shanghai, under the direction of the Under-signed.

THE BRANCH OFFICE in Hongkong will be carried on, as heretofore, at Alexandra Building, under the Management of Mr. F. W. GIBBINS.

FREDK. CHAS. BANHAM,

Manager in the Far East,

For WILKINSON, HEYWOOD & CLARK, LTD.

Hongkong, 8th December, 1914. [1430]

NOTICE.

I, the Under-signed LEONARD VICTOR LANG, of 14, Fenchurch Street, London, late of Hongkong, China, a natural born British Subject, DO HEREBY GIVE NOTICE that by a Deed Poll under my hand and seal dated the 9th day of October, 1914, and enrolled in the Central Office of the Supreme Court of Judicature in England, I have assumed and taken and intend henceforth upon all occasions and at all times to sign and use and to be called by the name of LEONARD VICTOR LANG instead of LEONARD VICTOR LANGSTEIN.
Dated this 27th day of October, 1914.
L. V. LANG. [1421]

NOTICE.

MESSRS. CLARK & Co., Opticians, beg to advise that owing to the withdrawal from the Firm of one of the Manila Partners, all Accounts due the Firm that are over one month in arrears, i.e., contracted previous to 1st November, 1914, should be paid before 1st of January, 1915. All old accounts not so paid will be collected after that date by the Firm's Solicitors.

CLARK & Co.,

Per H. O. HAYDON, Managing Partner.

Hongkong, 2nd December, 1914. [1411]

NOTICE.

MESSRS. SANG LEE & Co., Builders and Contractors, regret to inform their Customers that one of their Managing Partners, Mr. U. T. SAM (余田三) died on the 1st instant. The Business will be carried on as usual by the continuing Partners, who have authorized Mr. LAM LAU (林柳) and Mr. U. TSAN (余燦), each of them, to sign all letters and communications on behalf of the Firm.

SANG LEE & Co.,

59, Des Vaux Road Central

(First Floor).

Hongkong, 4th December, 1914. [1417]

HONGKONG CLUB

NOTICE.

THE position of COMPRADORE to the above Club will become Vacant Shortly. Applications for same should be made to the Under-signed.

JAMES CRAIK,

Secretary.

Hongkong, 26th November, 1914. [1399]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1176]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 30th July, 1914. [1392]

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VEGETABLE AND FLOWER SEEDS.

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[1204]

YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS

and COMPRADORES,

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [1296]

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[145]

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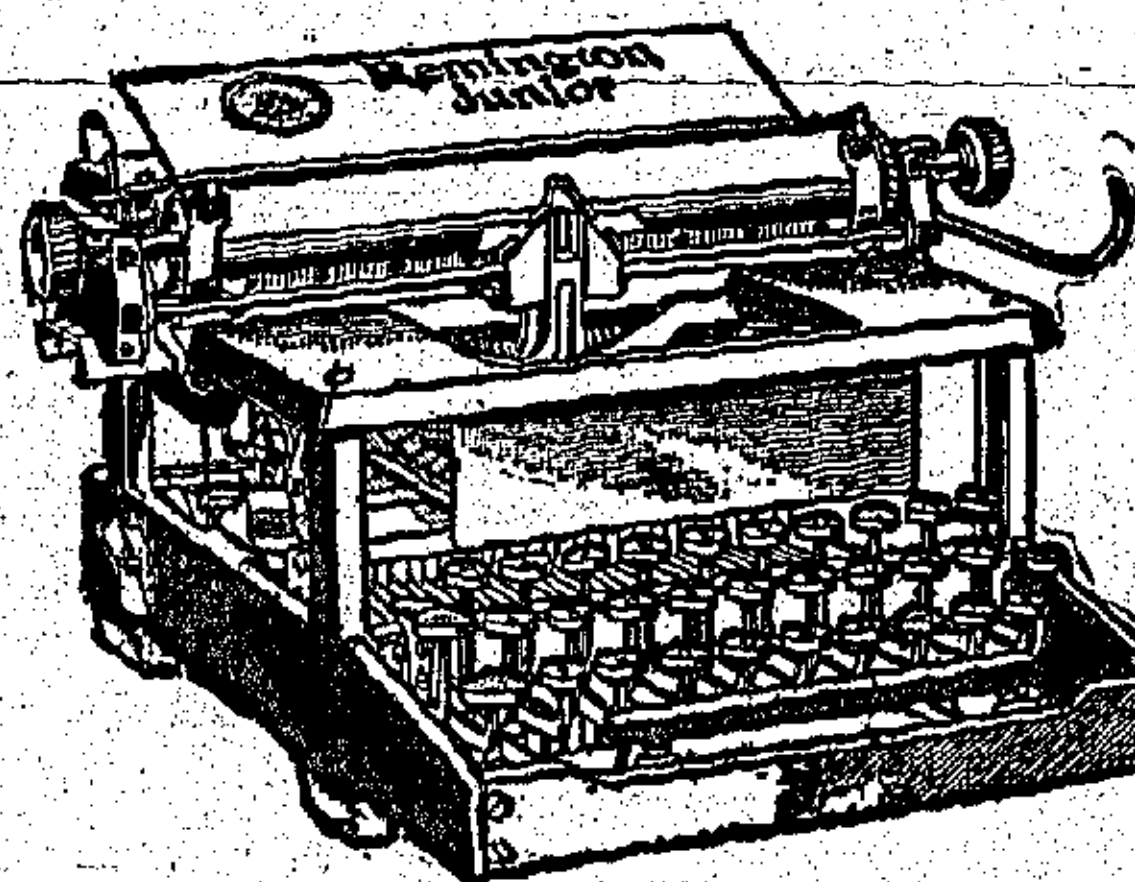
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It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-artist, for the immense majority of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

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(INCORPORATED), NEW YORK.

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [1398]

TO LET

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,

Furnished.

Apply—H. E. POLLOCK,

5, Queen's Road.

Hongkong, 3rd December, 1914. [1412]

QUEEN'S BUILDING.

TO LET the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the Godown Bank, for use in occupation of the Godown Bank.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1914. [1388]

TO LET.

NO. 18, BELLIOS TERRACE.

"KIRKENDOA" Furnished, No. 122, Plantation Road, Peak.

"BEACONSFIELD" Battery Path, No. 59, THE PEAK (5 CAMERON VILLAS).

Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.

Apply to—LINDSTAD & DAVIS,

3rd Floor, Alexandra Buildings,

Hongkong, 30th October, 1914. [1174]

TO LET.

RAVENSHILL WEST, No. 3, Park Road.

Apply to—DEACON, LOOKER, DEACON & HARTSON,

Hongkong, 20th October, 1914. [1305]

TO LET.

A HOUSE in Knutsford Terrace,

Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th December, 1914. [1419]

TO LET.

OFFICES in St. George's BUILDING,

Second Floor, Overlooking Harbour, immediate possession.

Apply to—SHEWAN, TOMES & Co.,

Hongkong, 3rd December, 1914. [1087]

TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.

21, CONNAUGHT ROAD CENTRAL,

Nos. 15, 16 and 17, SHOPS, (Connaught Road).

Apply to—M. J. D. STEPHENS,

12, Bank Buildings,

Hongkong, 27th November, 1914. [1254]

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NO. 5, CONDUIT ROAD—Repaired,

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For further particulars apply to—

H. M. H. NEMAZEE,

10, Des Vaux Road,

Hongkong, 3rd November, 1914. [1314]

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Paid-up Capital \$10,000,000.

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Hongkong, 13th October, 1914. [1348]

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N. S. MARSHALL,

Manager.

9, Queen's Road,
Hongkong, 22nd October, 1914. [1350]

TO LET

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

1, HILL SIDE, 110, THE PEAK. GODOWNS, New Praya, Kennedy Town. GODOWNS, at Wanchai Road.

Apply, etc., THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1914. [1081]

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"HOLYWOOD" Kowloon, facing Lyceum Road, SIX ROOMS, enclosed Verandah, share of Tennis Court.

Apply—A. HUTCHIE, Care of Messrs. DOWELL & Co., LTD.

Hongkong, 8th December, 1914. [1431]

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IN ALEXANDRA BUILDINGS, EVERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply—SECRETARY, A. S. WATSON & Co., LTD.

Hongkong, 23rd October, 1914. [1323]

TO LET.

FLATS in Humphreys Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., LTD., Alexandra Buildings.

Hongkong, 12th November, 1914. [1345]

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OFFICES in Hotel Manners.

Apply to—HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 6th November, 1914. [1329]

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1914. [1231]

TO LET—FULLY FURNISHED.

Wm. & A. Napier
The Wine Merchants of the East

NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



-it must be Bovril

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

KEATING'S LOZENGES
cure the worst Cough

An early morning cup of
VAN HOUTEN'S COCOA
makes a good start for the day

Over 30 years the late Lord Beaconsfield testified to the benefits derived from **HIMMROD'S CURE**, an every day remedy for the cure of Asthma.

HIMMROD'S CURE for ASTHMA
FAMED FOR 40 YEARS.
Sold in this by all Chemists and Stores throughout the Country.
Beware of Imitations.

HOW OUR ARMY IS FED.

LONDON BUSMEN'S GOOD WORK.

"Unobtrusive but marvellously efficient." It was the British Army Service Corps on which this verdict was passed, and what lends it weight is the fact that the man who uttered it not only had no full opportunities of forming a judgment right up at the front of the British lines, but he himself, when at home in England, is probably one of the most experienced organisers in the country.

"Marvellously efficient," repeated this authority. "Those London motor delivery vans, driven by London busmen, are maintaining a service almost as regular as they do at home. And though their work is not so spectacular as that of the troops in the firing line, they take their share of danger, too, for the motor-wagons that carry the ammunition and supplies not only go right up to the front and sometimes come under fire themselves, but they have also frequently been compelled to pass through districts infested by the enemy's patrols, and they never know sometimes as they pass through a wood whether a volley from unseen Uhlans lurking there may not finish them off there where they sit before they even suspect that an enemy is there."

AS WELL FED AS AT HOME.

The feeding of the English Army in the field is indeed being most excellently done. The soldiers themselves admit that with allowance made for the difficulties of supply necessarily prevailing during the time that they are actually under fire, they are as well fed as at home, and the officers praise especially the bacon.

The soldiers who have now been fighting for a fortnight on the Aisne, fed in different fashion, according as they are actually in the trenches, engaging the enemy, or held in reserve. The whole of the infantry of the British force is not, of course, in the firing line manning the trenches at once. The trenches are held by "shifts," changed usually at night, so as to save the relieving and retiring bodies of men from being fired on as they go.

Those who have left the trenches, march back to a sheltered position in the rear, where they are in comparative security from the German shells and can rest in peace till their turn for duty comes round again. Sometimes this safe resting-place is protected by a rise of the ground, sometimes it is deep in the thick woods that stretch in places behind the British line. The Camerons have been lucky; they have found a great underground sandstone cave, rainproof, windproof, where half a battalion can sleep and eat and move about as safely and almost as comfortably as in their barrack-room at home.

When the soldiers are back here in reserve the men have an excellent diet. They get bacon and cheese and jam and tea and often even fresh meat. After a fortnight, without the long marches to which they were accustomed in the first few weeks of the campaign, many of them are getting perceptibly fat.

HOT TEA IN THE TRENCHES.

When their turn comes to go up again for their spell—generally twenty-four hours—in the trenches they take a stock of preserved beef and biscuits with them. That is the main supply for the day, and it is not as unpalatable as it sounds, for the biscuits are of excellent wheat flour and are easily broken—not the teeth-smasher the old kind of biscuit was. But sometimes even there in the trenches they have hot food brought up to them from the rear. And the orderlies who come along during a lull in the firing with a big can of hot tea hung between them deserve all the gratitude they get, for the German guns may open fire again at any moment, and when "Jack Johnsons" are flying the only safe place is underground.

And so, there under the shelter of the earth parapet, outside which the German shells are bursting, the English private eats his ration as comfortably as if he were at a picnic and with far more appetite.—G. Ward Price in the *Daily Mail*.

ENEMY SHIPS DETAINED AT ALEXANDRIA.

It is understood that the following enemy vessels have been detained at Alexandria pending the orders of the local Prize Court:—*Sudmark, Paros, Haidar Pascha, Annie Rickmers, Lauterfels* and *Wendelsfel* for Hamburg; *Emil* and *Andrus* for Alexandria; *Istria* for Port Said; *Achille* and *Prodos* for Syria; *Gutenfels* and *Rabenfels* for Bombay; *Concedore* for Port Sudan; *Derflinger*, *Annaberg* and *Cuslar* for Bremen; *Helgoland* for Marseilles; *Koerber* and *Marquis Baguichen* for Trieste; *Rosstock* for Antwerp; and the *Barenfels* and *Lutnow* for Ceylon.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

- PAY.
- 1.—Cheques for November Pay are ready for issue. Officers will find the Pay Lists in the Officers' Mess.
 - 2.—There will be a Field Day on Sunday, December 20th.
- JOINED.
- 3.—The undermentioned members having joined the Corps are allotted Corps numbers and posted as follows:
No. 1716.—Pte. F. R. Smyth to Scouts Company.
No. 1717.—Pte. F. W. Wood to Civil Service Co.
No. 1718.—Pte. D. C. McDonald is posted to Civil Service Co.
- PARADES.
- 5.—Parades for to-day (Wednesday): Nil.
 - 6.—To furnish Guard to-night: Centre Section M.G. Co.
Orderly Sergeant to-night: Sergt. Cooper.
- A. CHAPMAN, Lieut.-Col.,
Commandant, H.K.V.C.

WM. POWELL, LTD.

TELEPHONE 346.

GRAND XMAS BAZAAR

NOW OPEN

A

SPLENDID VARIETY OF TOYS

Dainty Christmas Gifts affording
a fine selection of Articles
for Seasonable Mementos.

INSPECTION INVITED:

WM. POWELL, LTD.,

[649]



NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY

CO., LTD..

MOJI, JAPAN.

This is an Excellent Beer
and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 636.

[1397]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used.—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 503, 681, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. | NO. 2 DOCK. Docking Length 376 ft. | NO. 3 DOCK. Docking Length 481 ft.

Every description of repairs work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful low boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consignment (tax covered) warehouses. Floor area 67,817 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouse.

[822]

WEATHER REPORT.

On the 8th at 11.30 a.m.—Pressure has given a slightly over the southern Philippines and increased at all other stations, more especially over North China. The anti-cyclone remains stationary, but continues to increase in intensity, and areas of relatively low pressure exist to the east of Japan and in the south part of the China Sea.

Strong monsoon will continue to prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST

Hongkong & Neighbourhood E. & N.E. winds, moderate to fresh, cloudy.

Formosa Channel ... N.E. gale.

South coast of China between Hongkong and Lamecks (The same as No. 1.)

South coast of China between Hongkong and Hainan (The same as No. 1.)

APIOLINE

(CHAPOTEAUT)



LADIES SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Pilsner, stout, Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by A. Chemists.

123-5

MOUTRIE PIANOS

are **BACKED**

by

GUARANTEEfor **FIVE YEARS.**

INSPECTION INVITED.

S. Moutrie & Co., Ltd.

[51-2]

INDO-CHINA BRICKS. TILES. PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VIEUX ROAD. TEL. 289.

ALWAYS IN STOCK.

[1049-2]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address:—"TAIKOO DOCK."

[50]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|----------|----------------------|----------------|--------------------|
| NIMANOER | SHANGHAI | First half of Dec. | JAVA | First half of Dec. |
| TUTAROEN | JAVA | First half of Dec. | — | — |
| TUIBODAS | JAPAN | First half of Dec. | JAVA | First half of Dec. |
| TUKEMBAO | JAVA | Second half of Dec. | SHANGHAI | First half of Jan. |
| TUIPANAS | JAVA | Second half of Dec. | JAPAN | First half of Jan. |
| TUIKINI | SHANGHAI | Second half of Dec. | JAVA | First half of Jan. |
| TUJILWONG | JAPAN | First half of Jan. | JAVA | First half of Jan. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 30th November, 1914.

Telephone No. 1574.

[13]

USE ONLY

DUTT'S "MANGO" BRAND CHUTNEYS AND CURRY STUFFS

AND

"EAST INDIAN CONDIMENT CO."

BRAND INDIAN CONDIMENTS.

SREEKISSEN DUTT & CO.,

CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914.

[825]

SHIPPING

ARRIVALS
 Tsimts, British str., 641, A. H. Stewart, 8th December—Swatow 7th December, General.—Douglas Lapraik & Co.
 KWANGLOO, Chinese str., 1,489, McArthur, 8th December—Shanghai 5th December, Mails and General.—Chinese.
 NELSON, British str., 4,280, D. Maclean, 8th December—Liverpool 31st October, General.—Butterfield & Swire.
 PERSIA, British str., 2,744, J. Hill, 8th December—San Francisco 7th November, General.—Pacific Mail S.S. Co.
 SUNGKIANG, British str., 287, J. Robinson, 8th December—Pakhoi 5th December, General.—Butterfield & Swire.
 TONGKING, Danish motor-ship, 3,301, Kruse, 8th December—Singapore 2nd December, General.—Thomson & Co.
 YUENSANG, British str., 1,128, Rough, 8th December—Manila 5th December, General.—Jardine, Matheson & Co.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN (WEST-WARD) LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.
 (With liberty to call at the Malabar Coast.)

THE Steamship

"CITY OF BRISTOL."
 Captain Henderson, will be despatched as above TO-DAY, the 9th December.

For freight, etc., apply to—

THE BANK LINE, LTD.
 General Agents.
 Hongkong, 13th November, 1914. [1350]

FOR SAN FRANCISCO.

Through Bills of Lading can be issued to New York, Chicago and all interior points in U.S.A.

THE Steamship

"YAROSLAV."
 Will be despatched for the above port on or about 15th inst.

Also calling at Seattle if sufficient inducement offered.
 This fine Steamer has excellent accommodation for First and Second Class Passengers.

For Rates of Freight, passage money, etc., apply to—

SHEWAN, TOMES & Co., Agents.
 Hongkong, 7th December, 1914. [1350]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA."
 Captain G.W. Cockman, R.N., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 18th December, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo; passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay, and transhipped to the s.s. "LINDA," due in London on the 28th January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.
 Hongkong, 7th December, 1914. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "CHALISTEN".... On 3th Dec.

For Freight and further information, apply to—

DODWELL & Co., Ltd., Agents.

Hongkong, 30th November, 1914. [1400]

THE NEW FRENCH REMEDY.

THERAPION No. 1

CURES DISCHARGE, ITCHING, WITHOUT MEDICATION.

THERAPION No. 2

CURES BLOOD POISON, ITCHING, WITHOUT MEDICATION.

THERAPION No. 3

CURES ALL SKIN DISEASES, WITHOUT MEDICATION.

CONSUMERS, DRUGGISTS, LOST, OR, GOLD DYLIVING CHEMISTS, PRICE IN ENGLAND, 25.

SHIPPED TO DR. LACROIX MED. CO., CHURCH STREET, LONDON, ENGLAND.

HAVENSTOCK LONDON, ENGLAND. (FOR YOU)

THE NEW FRENCH REMEDY, THERAPION, IS A SAFE AND EFFECTIVE CURE FOR ALL SKIN DISEASES, WITHOUT MEDICATION.

SEE THAT TRADE MARK, WORD "THERAPION" IS ON THE BOTTLE AND APPLIED TO ALL CONTAINING PACKETS.

INSIST ON HAVING THERAPION.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA.

HOIHOW and HAIPHONG

SHANGHAI, MOI, KOB & YOKOHAMA

MANILA

SHANGHAI VIA SWATOW

SHANGHAI

KOB & MOI

MANILA

RETURN TOURS TO JAPAN

The Steamers "KUTSANG," "KAMRANG," and "MOI" leave about every 3 weeks for Shanghai and Japan running via the "KUTSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo through Bills of Lading to Yangtze, Chefoo, Tientsin, Dairen, W'hai, N'chow, etc.

Taking Cargo on Through Bills of Lading to Kufat, Lahad Dair, Simporia, Tawau, Uenkan, etc.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [11]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | DATE | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|---------------|-------------|------|--------------------|-------------------------------|----------------------------|
| LONDON VIA USUAL PORTS OF CALL | MALTA | Brit. str. | — | G. W. Cockman | P. & O. S. N. Co. | On 19th inst., at Noon. |
| LONDON & HULL | MARIONTHESIRE | Brit. str. | — | W. H. Swaney, R.N. | JARDINE, MATHESON & Co., Ltd. | On 20th inst. |
| LONDON & SINGAPORE VIA PENANG, COLOMBO, & MARSEILLES | NAGOYA | Brit. str. | — | F. E. Cope | P. & O. S. N. Co. | On 1st Jan., at Noon. |
| MARSEILLES VIA PORTS | KITANO MARU | Jap. str. | — | N. Kobayashi | NIPPON YUSEN KAISHA | On 23rd inst., at 10 A.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | MEXICO MARU | Jap. str. | — | T. Hori | OSAKA SHOSHN KAISHA | On 29th inst., at 1 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | AWA MARU | Jap. str. | — | K. Hori | OSAKA SHOSHN KAISHA | To-day, at 3 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | NIPPON YUSEN KAISHA | On 15th inst., at Noon. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 24th inst., at 8 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th Jan. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 30th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | To-day |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | About 15th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at Noon. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 22nd inst., at 1 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 9th Jan. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 14th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 16th inst., at Noon. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 19th inst., at 11 A.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 28th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at 5 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 16th inst., at D'light. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 17th inst., at 11 A.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 4 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at 4 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 13th inst., at 1 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at D'light. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at D'light. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | About 15th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | About 17th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 19th inst., at 11 A.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | About 27th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at Noon. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 8 A.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 13th inst., at 10 A.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | To-day, at 1 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at 1 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at 1 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 19th inst., at 3 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at 4 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 19th inst., at 3 P.M. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | To-day, at Noon. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 26th inst. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at D'light. |
| VICTORIA, B.C., & TACOMA VIA KIDELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | Henderson | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at 11 A.M. |

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| TO VANCOUVER | | | | | | TO L'POOL | | | | | | FROM VANCOUVER | | | | | |
|---------------------------------|-----------|----------|----------|-------|----------|-----------|--------|-----------|--------|-----------|--------|----------------|-----------|----------|--------|----------|----------|
| Steamers | Hong-kong | Shanghai | Nagasaki | Kobe | Yokohama | Vancouver | Quebec | Liverpool | Quebec | Liverpool | Quebec | Steamers | Vancouver | Yokohama | Kobe | Nagasaki | Shanghai |
| Leave | Leave | Leave | Leave | Leave | Leave | Arrive | Leave | Arrive | Leave | Arrive | Leave | Leave | Arrive | Arrive | Arrive | Arrive | Arrive |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sailings Temporarily Withdrawn. | | | | | | | | | | | | | | | | | |

PASSAGE RATES—HONGKONG TO LONDON.

| | VIA QUEBEC | VIA NEW YORK |
|--------------------|---------------------------|--------------|
| EMPERESS OF RUSSIA | Meals and Sleeping £71.10 | £71.10 |
| EMPERESS OF ASIA | Car Berth across £65 | £65 |
| EMPERESS OF INDIA | Canada 28 additional | £43 |
| EMPERESS OF JAPAN | | £45 |
| MONTAGLE | | |

Hour of Departure—All Steamers sail from Hongkong at Noon.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOKYO KUBEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with SUEZ MAIL LINE or TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. ORADDOCK, GENERAL TRAFFIC AGENT, Corner Filder Street and Prays.

NOTICES TO CONSIGNEES

S.S. "NEBA" COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 10th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 13th inst., or they will not be recognized.

All damaged packages will be examined on the 10th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.
 Hongkong, 3rd December 1914. [2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ" FROM LEITH, MIDDLEBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 7th December, 1914. [1432]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"CITY OF NORWICH" Captain McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
 Hongkong, 6th December, 1914. [1428]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|------------------------------------|-----------------|----------------------------|
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NANKIN Capt. G. Manley | About 17th Dec. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | MALTA Capt. G. W. Cockman, R.N. | 18th Dec. | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NILE Capt. H. Powell | About 27th Dec. | Freight and Passage. |
| LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES | NAGOYA Capt. W. H. Sweny, R.N. | 1st Jan. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary. For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th December, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|-------------------------|-------------|-----------------------|
| SHANGHAI | "YINGKOW" | On 10th Dec., 4 P.M. |
| PAKHOI and HAIPHONG | "SUNGKIANG" | On 11th Dec., 11 A.M. |
| MANILA, CEBU and ILOILO | "TEAN" | On 15th Dec., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUOHOW" and "YINGKOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
Hongkong, 9th December, 1914

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|-------------------------------|
| "HAIYANG" | Capt. A. B. Hodgins | FIRDAY, 11th Dec., at 1 P.M. |
| "HAIYAN" | Capt. J. W. Evans | TUESDAY, 15th Dec., at 1 P.M. |
| "HATCHING" | Capt. W. C. Passmore | FRIDAY, 18th Dec., at 1 P.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|-----------|---------------------|-------------------------------|
| "HAIMUN" | Capt. A. H. Stewart | WED'YDAY, 9th Dec., at 1 P.M. |
| | | SUNDAY, 13th Dec., at 10 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.,
GENERAL MANAGERS.

Hongkong, 9th December, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | ... | On 19th Dec., 11 A.M. |
| ALDENHAM | ... | On 29th Jan., 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer | Displacement Tons and Speed. | Leave Hongkong. |
|-------------|------------------------------|------------------|
| CHIYO MARU | 22,000—21 knots | TUES., 5th Jan. |
| TENYO MARU | 22,000—21 knots | TUES., 26th Jan. |
| NIPPON MARU | 11,000—18 knots | ... |
| SHINYO MARU | 22,000—21 knots | ... |

| | | |
|-------------------------|-----------|-------------------------|
| FIRST CLASS TO LONDON | £71.10... | RETURN (6 MONTHS) £120. |
| FIRST CLASS TO NEW YORK | £60. ... | £96.10. |
| " " " SAN FRANCISCO | £45. ... | £68. |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS: HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDREAN ROUTE TO BUENOS AIRES.

| Steamer | Displacement Tons and Speed | Sails |
|-----------|-----------------------------|--------------------|
| KIYO MARU | 17,200—15 knots | Saturday, 9th Jan. |

For Full Particulars as to Passage and Freight, apply to—

O. WUBIU, ACTING AGENT,

King's Building.

TELEPHONE 291.

1212

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

| FOR | OUTWARD | STEAMERS | TO SAIL |
|-----------------------------|----------|----------|----------------------------|
| SHANGHAI, KOBE and YOKOHAMA | DUMBEA | ... | On or about 16th December. |
| | HOMEWARD | | |
| MARSEILLES VIA PORTS | NEBA | ... | On 26th Dec., at 1 P.M. |

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE. In Connection with

THE CHICAGO MILWAUKEE AND ST PAUL RAILWAY Co

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

| Steamer | Captain | Leaving |
|----------------|--------------|--------------------------------|
| "MEXICO MARU" | N. Kobayashi | WED'YDAY, 9th Dec., at 3 P.M. |
| "CHICAGO MARU" | K. Hori | THURSDAY, 24th Dec., at 3 P.M. |

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG and COLOMBO.

| Steamer | Captain | Leaving |
|----------------------------------|-------------|-----------------------------|
| For FOOCHEW VIA SWATOW AND AMOY. | | |
| "KAJO MARU" | Y. Yamamoto | FRIDAY, 11th Dec., at Noon. |

| Steamer | Captain | Leaving |
|---------------------------------|--------------|-------------------------------|
| For TAMSUI VIA SWATOW AND AMOY. | | |
| "DAIJIN MARU" | K. Murakami | SUNDAY, 13th Dec., at 10 A.M. |
| "DAIOI MARU" | S. Takahashi | SUNDAY, 20th Dec., at 10 A.M. |

| Steamer | Captain | Leaving |
|---|------------|--------------------------------|
| For ANPING AND TAKAO VIA SWATOW AND AMOY. | | |
| "BOSHU MARU" | E. Hattori | THURSDAY, 10th Dec., at 8 A.M. |

These Steamers of Coast and Fisheries Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

Second Floor, No. 1, Queen's Building.

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|---|---------------------------------|--------|----------------------------------|
| MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | KITANO MARU Capt. F. E. Cope | 16,000 | WEDNESDAY, 23rd Dec., at 10 A.M. |
| VICTORIA, B.O. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA | AWA MARU Capt. T. Hori | 12,500 | THURSDAY, 15th Dec., at Noon. |
| SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | SHIDZUOKA MARU Capt. Deguchi | 12,500 | TUESDAY, 29th Dec., at Noon. |
| CALCUTTA VIA SINGAPORE, PENANG and RANGOON | TANGO MARU Capt. Soyeda | 13,300 | WEDNESDAY, 16th Dec., at Noon. |
| BOMBAY via SINGAPORE, and COLOMBO | NIKKO MARU Capt. B. Takoda | 9,600 | WEDNESDAY, 15th Dec., at Noon. |
| SHANGHAI and KOBE | TOSA MARU Capt. Takano | 12,000 | THURSDAY, 26th Dec. |
| SHANGHAI and KOBE | SANUKI MARU Capt. Date | 13,500 | FRIDAY, 18th Dec. |
| NAGASAKI, KOBE and YOKOHAMA | NIKKO MARU Capt. Takoda | 9,600 | TUESDAY, 15th Dec., at 5 P.M. |
| KOBE and YOKOHAMA | KATORI MARU Capt. B. Kon | 12,000 | THURSDAY, 17th Dec., at 11 A.M. |

PASSENGER SEASON FOR 1915.

| Steamers | Displacement | Leave Hongkong. |
|-------------|--------------|-------------------|
| KATORI MARU | 20,000 Tons | Thurs., 28th Jan. |
| KAMO | 16,000 | 11th Feb. |
| KASHIMA | 20,000 | 25th Feb. |
| MISHIMA | 16,000 | 11th Mar. |
| SUWA | 25,000 | 25th Mar. |
| ATSUTA | 16,000 | 8th Apr. |
| YASAKI | 25,000 | 22nd Apr. |
| YASAKI | 16,000 | 6th May. |
| KITANO | 16,000 | 20th May. |
| FUSHIMA | 25,000 | 3rd June. |

FOR AMERICA.

| Steamers | Displacement | Leave Hongkong. |
|-----------|--------------|------------------|
| AKI MARU | 12,500 Tons | Tues., 26th Jan. |
| SADO | 12,500 | 9th Feb. |
| YOKOHAMA | 12,500 | 23rd Feb. |
| AWA | 12,500 | 9th Mar. |
| SHIDZUOKA | 12,500 | 23rd Mar. |
| TAMBA | 12,500 | 6th Apr. |
| AKI | 12,500 | 20th Apr. |
| SADO | 12,500 | 4th May. |

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

18-9-10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | Steamers to | Leave | Leave | Connecting Steamer from | Dis at | Dis at |
|--------------------|-------------|----------|----------|--------------------------|------------|----------|
| leaves YOKOHAMA | COLOMBO. | SHANGHAI | HONGKONG | to MARSEILLES and LONDON | MARSEILLES | PLYMOUTH |
| p.m. Thurs. | | 11 A.M. | Noon | | Friday | Thursday |
| Dec. 7 | MALTA | Dec. 14 | Dec. 18 | MALWA | Jan. 15 | Jan. 21 |
| Dec. 20 | NAGOYA | Dec. 28 | Jan. 1 | MOREA | Jan. 28 | Feb. 4 |
| | ARCADIA | Jan. 12 | Jan. 16 | MALWA | Feb. 12 | Feb. 18 |

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marcellies, Plymouth and London. These vessels will now arrive in Marcellies in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE:

The Fare to London and Marcellies are as follows:—

| | 1st Saloon | "A" | Accommodation | Single | Return |
|------------|------------|------|---------------|--------|--------|
| LONDON | £65. | £65. | £65. | £65. | £65. |
| MARSEILLES | £61. | £61. | £61. | £61. | £61. |
| | £57. | £57. | £57. | £57. | £57. |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES: PROPOSED SAILINGS:

| STEAMERS | Leave Y'HAMA | Leave SHANGHAI | Leave H'KONG | Leave S'FORE | Due at M'NELLIES | Due at LONDON |
|----------|--------------|----------------|--------------|--------------|------------------|---------------|
| | about | about | about | about | about | about |
| NAGOYA | Dec. 20 | Dec. 23 | Jan. 1 | Jan. 7 | Feb. 2 | Feb. 10 |
| NANKIN | Jan. 5 | Jan. 15 | Jan. 20 | Jan. 26 | Feb. 22 | Mar. 3 |
| NILE | Jan. 19 | Jan. 24 | Feb. 3 | Feb. 9 | Mar. 8 | Mar. 17 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO FARES TO LONDON:

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| 1st Saloon | £50 Single | £75 Return | 2nd Saloon | £35 Single | £52 Return |
|------------|------------|------------|------------|------------|------------|

FARES TO MARSEILLES:

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| 1st Saloon | £45 Single | £65 Return | 2nd Saloon | £30 Single | £45 Return |
|------------|------------|------------|------------|------------|------------|

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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